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**The Daily Press.**

HONGKONG OFFICE: 14, DES VOGUES ROAD, CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11TH AUGUST, 1904.

CHINA has been unfortunate in her translators, and the great body of her early literature, interesting not alone from its historical importance but from its actual beauties, still remains for the most part a sealed book. In one respect China is almost unique amongst ancient nations, and that is in having preserved a great number of her ancient ballads, which we find in the collection called the *Shi-King* or "Classic of Ballads." The preservation of these, we owe entirely to the loving care of Confucius, and it is certainly one of the greatest, if not absolutely the greatest boon he has conferred on posterity. Yet this collection, invaluable for the light it throws on the early history and ancient mythology of Eastern Asia, remains to all intents and purposes absolutely unknown, so entirely have the modern Chinese, and sequacious translators, failed to grasp not only the language, but still more the circumstances under which its contents were originally produced. Amongst European authors one of the chief causes of this continued misunderstanding has been the erroneous form under which they have been presented to the modern world; and it is unfortunately the case that for this no one individual is more to blame than the late Dr. Legge, who in giving the ballads the misleading title of "Odes" has perpetuated all the errors of the school of Chu-Hi—a school originated when criticism had fallen to the very lowest depths of ignorance and ineptitude. Unfortunately, from want of previous training, and from a too pronounced devotion to established authority, no worse translator than Dr. Legge could possibly

have been selected for the task of presenting the ancient Chinese literary remains to the scholars of Europe. With no better preparation for the task than the ordinary "pans" theological curriculum of the Scottish university; and with but scant acquaintance with the literary treasures of his own land, and entirely ignorant of what had elsewhere been accomplished in the world of criticism, he set to in a lighthearted way to translate a body of literature, which even in China itself had long become a dead language. It is true that in this Dr. Legge proceeded from no *malice prepense*; the fault was ignorance, and ignorance of such a nature that it would seem incomprehensible, even with the slight knowledge of modern English literature, at his disposal. Unfortunately for the history of British criticism, the blunder is by no means without precedent, and our knowledge of the Buddhist literature of ancient India was marked by a precisely similar *contretemps*, which might, and certainly should have been known to Dr. Legge. I quote from Vol. I. of Max Muller's "Chips from a German Workshop." Speaking of the lack of knowledge of that literature which prevailed in England in the early part of the last century, MAX MULLER remarks:—"The Honourable GEORGE TERNOUR suddenly presented to the world the Buddhist literature of Ceylon, composed in the ancient language of that island, the ancient Pali. The existence of this literature had been known before, and Sir A. Johnston had collected certain well-known works, which at his suggestion had been translated from Pali into modern Singalese, and thence into English. The translation appeared in 1833, and was dedicated to WILLIAM IV. Unfortunately, whether through fraud or through misunderstanding, the priests who were to have procured an authentic copy of the Pali originals had translated them into the vernacular language, and appear to have formed a compilation of their own from various sources. The official translators by whom this mutilated Singalese abridgment was to have been rendered into English, took still greater liberties; and the 'Sacred and Historical Books of Ceylon' had hardly been published before TERNOUR, then a mere beginner in the study of Pali, was able to prove the utter uselessness of that translation."

Now, *mutatis mutandis*, this is precisely what happened in the case of Dr. Legge's "Chinese Classics." Unable or unwilling to translate for himself the ancient text, he had recourse to the ever-present "teacher," who, as ignorant of ancient language as were the Ceylon priests of the ancient Pali, palmed off on him a paraphrase in the modern vernacular, which Dr. Legge, doubtless in good faith, gave to the world as his rendering of the original, with an equal contempt for the real meaning. The result is equally unsatisfactory for all enquirers into Chinese antiquities, but unfortunately no *Burnour* has risen over the horizon to expose the blunder. The effect of all this is, of course, that no progress has been made in Chinese studies, and that the history and antiquities of ancient China are still in the same fogged and absolutely false predicament as half a century ago.

We have been led to make these remarks by the recent publication of another so-called "translation" of "The Odes" founded on the extremely inaccurate and misleading version of LEGGE. Had Legge's knowledge of the early history of his own language been a little more extensive the very fact would have led him to pause before presenting such a crude and ill-digested farago of bad English and worse sense as a possible rendering of ballads whose intrinsic merits had enabled them to pass down from mouth to mouth for nearly a thousand years. Had Legge had better knowledge of the classical meaning of the word "ode," which although these compositions were intended to be sung, always presupposed a previously written copy, he would have found some apter title for his uncouth renderings. Had he possessed a better knowledge of the old Chinese language and antiquities he would have recognised that as they are handed down they could never have been intelligible to the ear. As a fact, when they were composed, like the earliest compositions of all nations not yet attained to the use of writing, they were ballads pure and simple; and in this condition they were handed down, as were such ballads in England as "Chevy Chase" for hundreds of years. Confucius it is noteworthy never uses any expression with regard to them which could be construed into an indication of their existing in a written form. "Have you learnt the Ballads?" he asks of his son; "if

not, you are not fit to talk with." As a fact no one attempted to put them in the fotters of writing for many generations after Confucius. As a matter of fact, history, certainly within historic recollection, they were not put into the form of writing till the time of the great Emperor Wu, B.C. 139; and the enormous extent to which that rendering is merely phonetic indicates that the accepted story is authentic. Almost to the same extent similar remarks apply to the other fragments of the old literature preserved. The older parts of the *Shu-King* consist, as Dr. Legge must have perceived had he been capable of reading and comparing the original, largely of similar ballads. This is clearly marked in the *Yan* and *Shun* Tients, and is especially conspicuous in the so-called *Yu Kung*, for here not merely the vocabulary, but the entire grammar and syntax as well as the rhythm of the two portions, are entirely different. We can only attribute to the strange practice of everlastingly consulting the "teacher" the want of appreciation of these apparently self-evident facts. Of course a similar failing is to be noted elsewhere; it is not an English dominion that one has to go to study Anglo-Saxon, though the difference between modern English and that of our ancestors of a thousand years ago is far less than between modern Chinese and that of eight centuries B.C. Is there no Burnour to come to the rescue of the well-meaning, but sadly misdirected student, who really desires initiation into the mysteries of Chinese antiquity, but finds no guide on the lonely shore?

Yesterday's plague return showed a clean bill for the first time this season. There was no case to record.

The increase in the export of tea from China this season is regarded by the Ceylon papers as "alarming."

Mr. Matthew Wightman Boyd, the Thatched House Club, and late of the Chartered Bank of India, Australia, and China, left £18,365.

In consequence of the bad weather, His Excellency the Governor's children's party has been postponed from Thursday, the 11th, till Wednesday, the 17th.

The little band of Christian worshippers who have been meeting at No. 3, Arsenal Street, are from now on holding their services at the Ashley Road Hall, Kowloon, No. 6 on the ground floor. We publish the particulars of services on Saturdays.

There was a very apparent absence of junk and sampans in the harbour yesterday, the black cone having frightened that class of craft away to the Causeway Bay typhoon shelter. In the afternoon, however, the more venturesome came out again as the weather cleared up. The casualties of the storm were small. One lap-sack junk was sunk near the Canton wharf and a few sampans and rowing boats were swamped. No fatalities were reported.

Naval gossip says that Lord Charles Beresford will take command of the Mediterranean squadron after his term as Commander-in-Chief of the Channel Fleet expires. If Sir A. K. Wilson does not succeed Sir Compton E. Donville it is extremely likely, the *L. & C. Express* thinks that Lord Charles will, and the officers and men of the Mediterranean Squadron would be glad to have him back again. Vice-Admiral Sir A. W. Moore is being mentioned as the next Commander-in-Chief of the Channel Fleet.

A Japanese resident at the Cape, in the course of an interview with a representative of the *Argos*, said that Japan was probably the only country in which beri-beri had been thoroughly studied. The disease had been found to be not infectious. Rice was one of the principal carriers of beri-beri, but the substitution of bread for rice had stamped out the disease in the Japanese Navy, in which it was at one time serious. Although the climate of Johannesburg was inimical to beri-beri, he suggested the summoning of a Japanese specialist. About 50 cases were reported.

While a small yacht was crossing the harbour yesterday, shortly after noon, it was caught by a squall and capsized, and the occupant, a military officer, was thrown into the water. There was a very choppy sea running at the time, and the yacht was in considerable danger of going under. Luckily for the yachtsman one of the "Star" Ferry launches was near at hand and she immediately changed her course and picked him up, not much the worse for his unpleasant experience. The ferry towed the water-logged yacht to the Kowloon wharf, where the intrepid yachtsman was soon the centre of attraction of a crowd of admiring Chinese.

The funeral took place at Happy Valley yesterday of Mr. John Logan, late chief engineer of the Hongkong, Canton and Macao Steamboat Co.'s s.s. *Fatshan*. He died in the Government Civil Hospital on Tuesday. Mr. Logan was on the Canton River run for nearly twenty years, and was one of the oldest and most respected engineers on the China coast. He was a native of the north of Scotland. His genial ways and hearty manner will be recalled by many who have made the trip up to Canton on the *Fatshan*. Some years ago Mr. Logan went to South Africa and worked there for a time, but he came back to Hongkong and was reinstated in his old position on the *Fatshan*.

Owing to the typhoon, the homeward-bound French mail steamer did not leave until yesterday morning.

We are informed that the cost of going Home via America has now been brought to the level of the cost via Suez, an announcement that should interest those desirous of "seeing America" thus casually.

Mr. Gray Scott yesterday took a few of his friends for a ride to Kennedy Town on an electric car. The car went at a very good speed and took the car well. Hon. P. N. H. Jones, Acting D.P.W., has inspected the line.

Business enterprise in London is illustrated in a furnishing firm's advertisement in the *Daily Mail*. The firm offers to send a private brougham to bring and return any customer who asks for it, and in addition, luncheon is supplied—all without charge.

An influential Chinese paper recently stated that it was China's interest to check the Tibetans from residing in the British Expedition, if Tibet were not to share the fate of India. In view of China's earlier failures to influence Tibet, we must attribute their present passivity to some other reason.

We referred recently, without giving names, to newspapers which were condoning such crimes as the murder of Holikoff. The *Times* was a palpable offender against morals in this respect. Now we observe that the *Church Times*, of all papers, has followed the lead. Has our ecclesiastical contemporary forgotten the Decalogue, clause six?

Editors of Manila papers don't choose their language much when writing of each other. This is from the *Cablenews*:—"Edward E. O'Brien is to go to Bilid to serve six months for libel, it would seem. While we condole with him, we cannot but hope that the weekly nuisance which he has been responsible for will be permanently abated by his removal from the scene of his accustomed activities."

The Russian newspaper *Vostochny Vestnik*, of Vladivostok, is a sufferer by the war, and has very probably by now ceased publication. *Die Buchdrucker Woche*, which reached us by the last mail, remarks that the Russian journal was reduced to printing its issues on its remaining stock of wrapping paper. The Japanese had captured its consignment of paper, which is surely not (our German contemporary thinks) "kriegskonterbande."

By kind permission of Lieut.-Col. Fremongee and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—  
March—"Dut vocera"..... God and Overture..... "Die Felsen Mühle"..... Reissiger Selection..... "The Yeomen of the Guard"..... Sullivan Polonaise..... "Stars and Stripes"..... Chopin Laurels..... "Garden Party"..... Margis Two-Step..... "Havard"..... Moret

Bennet Burleigh, war correspondent, is being "rousted" at home for the ridiculous posture he assumes in his despatches, of adviser to the Japanese, and his air of "I told them how to do it" after a Japanese victory. The *Saturday Review*, not to be behindhand, suggests that it is unlikely the Japanese, much famous by a few months of flawless campaigning, would listen to the advice of a civilian member of a nation that makes a mess of its own wars. It seems a waste of *Saturday* energy to tweak the lion's tail in order to pull a mare reporter's nose.

Vessels of the same size carry a larger cargo under a foreign than under the British flag, and in many voyages this represents an advantage to the foreigner of 10 percent over the Britisher. The Home Secretary, it was understood, was about to impose upon dockowners and shipowners new regulations with regard to the loading and unloading and coaling of vessels, the present processes having been certified as dangerous, but as matters stood these regulations could not be imposed upon foreign shipowners.

Referring to the island at Shanghai, the *London Times* almost reached certainty in the following learned conclusions:—"The Saddle Island to which a Shanghai Reuter telegram of 15th June states a British fleet has proceeded from Woosung, is very probably in the New Hebrides which is not on the China station. It is more likely—almost certain—to be the Saddle Island on the north coast of Siamang province, due west of Weihaiwei, and a place constantly visited by ships of the China station."

During the stormy weather on Tuesday night and yesterday morning several mishaps occurred in the harbour. One sampan capsized off Stonewall's Island, another off the Kowloon Wharves, and a third at Shaukiwan. A nightsoil boat filled and sank off the Canton Wharf; and several native boats were blown ashore in Kowloon Bay. During all this up to midnight, the "Star" Ferry kept up its regular service, crossing the Harbour during very fierce squalls. The *Humphong*, *Shaukiwan*, and *Yamanti* passenger boats also maintained their service.

Mr. Gilbert Beith, who represented the Central Division of Glasgow in the Liberal interest, in 1885, being defeated in 1893, and Inverness Burghs from 1892 to 1895, when he retired, died on 9th inst. at Garrochhead. Mr. Beith was 77 years of age, and was the eldest son of the late Rev. Dr. Alexander Beith, of the Free Church of Scotland, Stirling. In 1856 Mr. Beith began business on his own account, and later on became head of the firm of Beith, Stevenson, and Co., Eastern export merchants, of Glasgow and Manchester, and was chairman of the Glasgow Chamber of Commerce. He was an advanced Liberal and a Home Ruler.

Our evening contemporary the *Mail* is informed that Mr. Charles Ford, formerly superintendent of the Botanical and Afforestation Department at Hongkong, was invested on July 5th, by the King in person, with the Imperial Service Order.

The values of San Francisco's merchandise exports to all the Far Eastern countries during 1903 were as follows:—China, £484,797; Hongkong, £736,760; Russian China, £27,693; Siberia, £22,998; Japan, £692,137; Philippine Islands, excluding stores, &c., carried by United States transports, £154,549; British East Indies, £27,140; Corea, £16,631; Guam, £4,394; Midway Island, £2,131. Total, £2,169,230. The imports from Far Eastern countries into San Francisco during 1903 were as follows:—China and Hongkong, £1,101,689; Japan, £2,036,444; Philippine Islands, £86,467; British East Indies, £538,349. Total, £3,842,899.

Addressing the Japan Society at a banquet in Tokyo, Sir Claude MacDonald, the British Minister, is reported to have said that "Great Britain's policy towards Japan early recognised that in the Far East a sun was not rising, but had risen, whose rays reflected forth all that was brave, honourable and true, and no one could say who had studied the negotiations which preceded this war, or who had observed the manner in which it had been conducted by the allies of Great Britain—their reckless bravery, their gentle treatment of the enemy's wounded, the honour paid to his dead—no one could say that the words bravery, truth and honour were too strong or undeserved." The sentiment is so pretty that we forbear alluding too particularly to the phenomenon exhibited by "rays reflecting forth." The phrase, however, deserves preservation in the literary museum that contains such gems as "projected backward."

## CONCERT AT CLUB GERMANIA.

A most enjoyable concert was given at Club Germania last evening, when the members invited a number of their friends. The occasion was that of introducing Mr. Ludwig Schliebner to the German community and others at Hongkong. Besides Mr. Schliebner, who played some of his own compositions on the piano, those who contributed to the harmony of the evening were Mrs. F. Maitland, Messrs. C. Lammert, C. Schroeter and Frank Austin. Mr. Schliebner displayed great talent. He is the composer of several operas, songs and pianoforte pieces.

## CORRESPONDENCE.

## WOODMAN! SPARE THOSE TREES!

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 10th August.  
Sir,—I am glad to see from your sensible article of this morning on the subject that you strongly oppose the policy of our new Superintendent of the Botanical and Afforestation Department, Mr. Dunn, in cutting down the forests of pine which have been planted and cared for by his predecessors in office, to whom, in my opinion, we should be ever grateful for having done so much to beautify and transform this once barren rock.

Apart from the possible health-preserving qualities of pine forests and their influence in producing increased rainfall, as a resident of some years' standing in the Colony the very idea of destroying acres of these trees for the sake of a few paltry dollars makes me shudder, and I feel sure the late Superintendent of the Department, Mr. Ford, would hardly believe what was contemplated if he were informed of it.

I trust, however, that the matter may be taken up in the proper quarter and that Mr. Dunn may be prevented from rendering null and void in a few weeks the results of patient work for twenty years.—Yours, etc.,  
COMMON SENSE.

## ALLEGED EXCESSIVE STALL RENTS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th August.  
Sir,—Will you kindly permit me, through the medium of your columns, to draw His Excellency the Governor's attention to the almost prohibitive cost of food in this Colony? This is due in a large measure to the extortionate rentals exacted by the Government from beef, pork, fish and other stall-holders in the Central Market. The inevitable consequence of this unjust exaction is to create a demand for inflated prices by the stall-holders, who urge, and not wholly without reason, that their charges have risen correspondingly with the rents they are made to pay. H.E. will, no doubt, see that all this entails on the poorer classes, especially the Chinese, the endurance of a very unnecessary hardship. The matter has been ventilated time after time in the local Press, without any result, and it is only quite recently that the efforts of a Food Commission appointed by the Government to make investigations came to an ignominious end. Trusting, therefore, that His Excellency will consider the matter and introduce measures to meet a much-needed relief in this direction, I remain, Yours, &c.,  
TAXPAYER.

## WEATHER REPORT.

"The Hongkong Observatory yesterday issued the following report:—

On the 9th at 0.33 p.m. The black S. cone was ordered to be hoisted, and on the 10th at 11.09 a.m. the black S. cone and black ball were ordered to be hoisted.

On the 10th at 11.20 a.m. The barometer has risen in Japan and in China except upon the south coast.

The typhoon is situated to the southwest of Hongkong, is still moving in a W.N.W. direction and will probably strike the coast to the north of Hoibow.

Moderate variable winds will prevail in the Formosa Channel and decreasing S.E. winds in the northern part of the China Sea.

Forecast:—Decreasing S.E. winds, squally.

## THE WAR.

[FROM OUR OWN CORRESPONDENT.]

## ENGLISH PRISONERS AT TOMSK.

KORE, 10th August

The commander of the smoken steamer *Idzumi* telegraphs from Tomsk that all the members of his crew were saved, and are all well at Tomsk. At that place are also, safe and well, sixty-six men and thirteen officers of the *Sado Maru*. The latter include Messrs. Anderson, Kerr, Dring, and Carmichael.

[REUTER'S SERVICE.]

## PIERCE FIGHTING AT PORT ARTHUR.

LONDON, 8th August.

According to a St. Petersburg telegram, a fierce battle was fought on the land-side of Port Arthur on the 5th instant, in which the Japanese are reported to have been repulsed with great loss; the number of killed alone being estimated at 10,000. The Russians lost about 1,000.

General Stoessel telegraphs that Japanese attacks on Port Arthur on the 26th to the 28th were repulsed with enormous losses. The Russian losses in the three days amounted to 40 officers and 1,500 men.

## WAR ITEMS.

ONLY TWO MILES FROM PORT ARTHUR.

Telegraphing from Tokyo on the 2nd inst., the Shanghai *Mercury* correspondent said: "The Japanese army, after occupying an important Russian defence at Port Arthur about five miles from the main defence on the 25th July, further proceeded in its advance and occupied the place where there was a Russian field hospital in the fight of the 28th and 29th July. In these engagements the Russians defended themselves stubbornly and sustained many casualties. There were also many Russians who surrendered themselves as prisoners to the number of over 1,000. The distance between the Japanese army and the Russian army in Port Arthur is only about two miles and a half. Though the defences of Port Arthur are very strong yet the fall of the stronghold is imminent. THE OBJECT OF THE VLADIVOSTOK SQUADRON. Apparently the Japanese well understand, says the *Times* correspondent, that, since no direct effect is produced on the war by the Vladivostok squadron's raids against petty merchantmen and remote defenceless settlements, such essays are really intended to arouse popular indignation to the extent of compelling the Government to detach part of Admiral Togo's forces for the purpose of blocking both exits of Vladivostok and thus relieving the pressure on Port Arthur and creating opportunities for the Russian fleet there. There is no prospect whatever that these tactics will succeed.

## A STIGMA ON RUSSIA.

All along the railway Chinese women have virtually disappeared, at least they are never visible. They have either migrated or live in hiding for fear worse befall them. "The Russian in bulk," says Mr. B. L. Putnam Wade in his "Manchu and Muscovite," "deprived of the women of the country, has encouraged a free and unrestricted importation by rail and sea of the women of Eastern Europe, and they have come literally in their thousands. If the dietum be true that good women uplift one, then it is equally so that bad women drag one down with unexampled rapidity. The presence of the sweepings of Poland, Roumania, Servia, Austria, and Russia itself, has had such appalling results on the health of the troops and civilians alike in Manchuria, that even the Russian authorities have themselves from time to time become alarmed, and made ill-conceived and worse executed attempts to rid themselves of these pests. Think only of the Mesdames Sans-Gene in Manchuria and the room they occupy. There must be thousands of them if there is a single one, and everywhere they crowd the streets and towns jingling their soldier earnings and represent Russian colonising."

## HEATING UP THE SANSURAI.

Under the heading of "War Orders from Japan," *Dun's Review* says that from inquiries coming into the market it seems likely that the war requirements of Japan will take extended shape and cover a variety of merchandise. The purchases of strictly dry goods have been so far confined to heavy cotton goods, mostly ducks and khaki cloth, but knit goods are being acquired after. One recent transaction with a dry goods house covered 600,000 dozen suspenders for use in the Japanese army and navy. Each catch bears the Japanese flag on its face. It is also reported that a contract has been closed for the supply of about 600,000 dozen leather belts for the use of the Japanese soldiers. Perhaps it is shipments of this sort that the Vladivostok squadron is now looking for in the vessels approaching Japan from America.

A shoemaker bought a ne' porth of milk; with this he intended to make buter, the butter was to buy a cow, the cow was to have a calf, the calf was to be sold, and the man to become a nabob; only the poor dreamer cracked the jug, split the milk, and had to go supperless to bed.—Rabelais.



## INQUEST.

R. FRITZ EDWARD SHUSTER, DECEASED.

Mr. H. H. J. Gompertz, acting as coroner, yesterday held an inquiry into the circumstances of the death of Mr. Fritz Edward Shuster, who met with his death on the 3rd inst. Messrs. H. M. Webb (foreman), James Spencer Duff, and Geo. Banker were sworn as jurors.

Mrs. Shuster, widow of the late Mr. Shuster, who was employed as an engineer at Quarry Bay Sugar Refinery, said: I last saw my husband on Tuesday at 3.30 at the Metropole Hotel. I got into the tram with my husband at the Metropole Hotel to go home. We remained on the tram about ten minutes, but it did not go. Then I got off because my husband was quarrelling with sailors. I asked my husband to get off, but he would not come. I waited in the Metropole Hotel for about 20 minutes, and then took a ricksha to my mother's house at the Race Course. My husband had not come out of the tram when I left. I did not see my husband alive again. My husband did not give any reason for not getting out of the car. He wanted to go to Quarry Bay. He quarrelled with a sailor because the sailor wanted to go to Arsenal Street, and my husband wanted to go to Quarry Bay. There were no blows struck. When we went to the Metropole we were on our way to Quarry Bay. My husband had had two glasses of beer; he was in a quiet state. Before that, at about 4 p.m., he had one glass of whisky and soda. I was with him all the afternoon up to 9.30 p.m. To my knowledge he had no other drink. We left my mother's house to go to Quarry Bay.

By Police Inspector Gauld: When I left in the ricksha my husband was still in the tram; the tram had left. I came back to look for my husband.

Lam King Sun, a tramway money collector, sworn, said: On Tuesday last I was on tram No. 4. That night I saw Mrs. Shuster on my tram. She got off the tram; she was with a man. She remained on the tram about five minutes, but the gentleman did not get off. When I left the Metropole Hotel he was still on it; that was at 9.30 p.m. for Hongkong. The gentleman got out at Jardine's Sugar Works. On the tram the man was quiet. I heard him speaking to three sailors. He spoke in low tones. The sailors were still on the tram when he got off. They got off at Ship Street. I saw the gentleman get off. He did not stumble. The car was stopped at the time. That is the last I saw of him.

By Inspector Gauld: A notice had been put on the tram, but it was pulled down later. It was up when the lady and gentleman got on the car.

By Jury: The reason the car stopped at Jardine's Sugar Works, not a regular station, was because the trolley jumped the wire. It stopped for about a quarter of an hour. During that quarter of an hour only the gentleman got off. He got off just before the car started.

Dr. William Hunter, sworn, said: On 2nd inst. a European male, aged about 35, was brought to the mortuary. The body was in charge of P. Constable No. 2. It was identified in my presence by Police Constable No. 2; by Constable No. 209; Sergeant No. 59; and by the wife of deceased. I made a post mortem examination. I found on external examination a considerable amount of bruising with wounding over the right side of the face. The right eye was very much swollen. There were no other external injuries. On examining the right side of the face and head I found a large amount of hemorrhage beneath the skin. This was particularly well marked over the right eye and the temple. I found the temple bone fractured. There was also hemorrhage beneath the temple bone, pressing upon the brain. I examined the other organs and found everything healthy. I am of opinion that deceased met his death by fracture of the skull and subsequent concussion of the brain.

By Mr. Gompertz: It could have been caused by a fall. If he had been stepping out of a tramcar and fell forward that might have been sufficient. Deceased was a heavy man of at least 160 lbs. I do not think if defendant tripped over a 2 foot curb-stone that would have been sufficient to cause such injury.

By Inspector Gauld: The wall is 2 ft. 7 in. higher than the footpath. If he tripped over that wall would that be sufficient?

Dr. Hunter: What is the footpath?—Concrete.

Dr. Hunter: As you put it, it would be sufficient. The injuries were not necessarily fatal. That would depend upon circumstances.

By Jury: I found no mud or grit in the wounds.

Mr. Pedro Olivero Mantas, inspector of electric tramways, sworn, said: About a week ago, about half past ten at night, I was on a car to take it in. I did not see the number. At the time it was raining. The trolley was off being fixed. A gentleman got on, but I told him he could not go anywhere as we were putting the cars away. He sat down. I understood he wanted to stop there a few minutes. As soon as the car began to move he got off and said "Good-night." I answered "Good-night," and he walked away towards Percival Street. The car was on the Prince's Road. I took no further notice of him. I heard a noise as of someone falling on the ground, and I jumped out to see what it was. I saw a man lying down on the side walk near one of the houses. He was lying face down. I called for another inspector, Schmidt, to help me to get him up. We could not carry him because he was too heavy. I called for Mr. Madden to assist me. We then called for police. As there were no police on the spot, I took a ricksha to No. 2 Station. There was a sergeant on duty, whom I told a European had fallen in

the street. The sergeant came with me, and on delivering the man to him I went about my work.

By Mr. Gompertz: When he fell no one was standing near. There were no passengers in the car. The car was not moving when he got out. He did not fall from the car. We did not move him before calling for the police.

By Inspector Gauld: The deceased did not seem to be drunk. He could answer my questions. When I went to the station I told the sergeant that perhaps the man was drunk. Afterwards I reflected that the man was not drunk. He may have missed his foot at the raised step.

By Jury: When he got out deceased was facing the corner of Percival Street. His fall had nothing to do with the tram.

Mr. George Fletcher Madden gave corroborative evidence. He said there was a mark of blood on the pavement where the man had been lying. He was lifted into shelter at the distance of three yards. The police came, made an examination, and took the man away in a ricksha.

Albert Frank Smith, an inspector in the tramways, also gave evidence. He knew the deceased to speak to, and had told him that the car in question did not go to Taikeo. Mr. Shuster, however, said "Never mind, let me in out of the rain." After that, full the man in, and after a couple of minutes did not reply when witness spoke to him. The man seemed to be in a drinking state, but he was not drunk.

P.S. James Frederick Lee said: At 10.20 p.m. on the 2nd inst. I was on duty in the charge room of No. 2 Station when an Inspector reported that a man was dead drunk at Praya East. I went out with the inspector and while on the way he told me deceased had fallen from the roadway on to the footpath. When we got to Percival Street I found deceased lying on his back under a verandah. He had a cut about half an inch long, on the side of his head which had been apparently bleeding. His right eye was discoloured. The knees of his trousers were torn as if from a fall. His clothes were soaping wet through. There were no blood stains around or in the vicinity. Assisted by two Indian police constables, I took deceased in a ricksha to No. 2 Station. On arriving there I washed the wound on the right side of defendant's head. He smelt strongly of liquor and was breathing heavily. At 3 a.m. I went again to the cell and he appeared to be all right, breathing rather heavily. At 8.15 a.m. I again went to the cell with the intention of letting him out, when I found him unwell. He was hot and breathing irregularly. I at once sent for an ambulance and had him removed to hospital.

By Inspector Gauld: I took from his pocket a book containing 8228 odd, and also a letter addressed to himself. I also took his watch and a pocket handkerchief.

By Mr. Gompertz: I believed the man to be drunk and incapable. When these men are able to go away quietly I do not charge them. In the cell the deceased was lying on two doubled blankets, and he had a blanket for a pillow. The floor was of wood. I did not think he was seriously hurt. If I had believed him to be seriously hurt I would have sent him to hospital, by an ambulance provided for the purpose, at any time of night. I often see men brought in as drunk and incapable with slight wounds, such as a cut about the head.

By Jury: As the inspector made a report of dead drunk, and as he smelt of liquor, I took him as being drunk and incapable. He was unconscious all the time. I went to the cell at 3 a.m. because under the circumstances it was usual to do so. I examined him from the length of the bars. The only marks I noticed were the cut at the right side of the head and the eye discoloured. Once deceased moved his arms and groaned; that was about a quarter-past eleven. I thought the man was suffering from drink, as the wounds appeared so slight. I put him in the cell because there was only a lunkong on duty. If a European constable had been on duty I would have left him in the charge-room. I was called out to make a report and then visited the cell; that is usual.

P.C. Harding, who accompanied the body from No. 2 Police Station to the Government Civil Hospital, said he did not see deceased put in the ambulance. On arriving at the hospital the man was viewed by the medical officer, who gave instructions to take the body to the mortuary.

Mr. Charles Grinshaw, assistant engineer at Quarry Bay shipyard, gave evidence. The lunkong from No. 2 station gave evidence. Dr. Hunter, recalled, said he understood that when the sergeant saw the deceased he was breathing heavily and had a wound on the head. That was enough to indicate that he had received serious injury. An intoxicated man was never unconscious. He could always be made to move his limbs, mean, or matter. A medical man, he thought, would have sent him at once to the hospital. If he had been sent to the hospital at once an operation would have been performed immediately, probably, and that operation might have saved his life—it was not certain.

By Jury: The signs would have been apparent to a medical man—not an ordinary person. Deceased was an alcoholic subject; he had probably been recently under the influence of liquor. Witness did not see the body before he saw it in the mortuary.

E-Sergt. Lee, recalled, said the deceased was alive when put in the ambulance. He was kept waiting on the ambulance about two minutes.

The case was adjourned till 2.15 p.m. on Monday, as the jurors said they would like to see the place where deceased was said to have fallen.

## SUPREME COURT.

Wednesday, 10th August.

IN SUMMARY JURISDICTION.  
BEFORE HIS HONOUR T. SECOMBE SMITH  
(POINTE JUDGE.)

TUNG HUI LOONG V. THE PO HANG BANK  
AND CHEONG PO CHEE.

The plaintiffs sued for the sum of \$300 said to have been delivered by them to the defendants and not remitted by the latter. Mr. John Hastings appeared for the plaintiff, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, for the second defendant, Cheong Po Chee.

Mr. Hastings said that Cheong Po Chee was sued as a partner in the Po Hang Bank. Mr. Looker denied that his client was a partner, and stated that he appeared under protest.

Mr. Hastings said the main question in the case would be partnership or no partnership.

Mr. Looker contended that that was not the question. The writ served against Cheong Po Chee was bad. He was not served with the writ as a partner, but as an individual, and as a matter of fact he was not a partner. Again, the writ was served upon the Po Hang Bank as lately carrying on business at 137, Queen's Road, Central, and now at 193, Des Voeux Road. Cheong Po Chee had always been at the latter address. If he was sued he must be sued in the firm name.

Mr. Hastings argued that they were entitled to serve Cheong Po Chee as a partner, and all the other partners as well. They named Cheong Po Chee specially because it was he whom they wanted to get at.

His Lordship remarked that it was not made plain on the writ that the plaintiff was suing Cheong Po Chee as a partner.

After further discussion, evidence was led and the case was adjourned till next Friday.

## HONGKONG SANITARY BOARD.

At the meeting of this Authority to-day (Thursday), at 4.15 p.m., the "orders of the day" were as follow:—

1. Correspondence re a case of typhoid fever at No. 9, Wong-nai-chung, and report by Dr. Hunter on the bacteriological examination of three samples of water from a well on the premises.

2. Correspondence relative to the advisability of setting apart some baths for the use of the better classes, and charging a small fee therefrom.

3. Further correspondence re the application for permission to erect 6 water closets and 3 urinals at No. 2, Pedder Street.

4. Application for permission to erect a small latrine on the roof of No. 71, Bonham Strand.

5. Application for permission to erect balconies over Crown land adjoining houses in Cleverly Street, under Regulation 11 of Schedule C of the bye-laws of the Public Health and Buildings Ordinance, 1903.

6. Application for permission to erect certain movable windows on the second floor verandahs of Nos. 16 and 17, Connaught Road Central.

7. Application for exemption from the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of No. 378, Queen's Road Central.

8. Application for modification of the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 43 to 49, Kramer Street, Tai-kok-tai.

9. Application for exemption from the requirements of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of No. 10, Straight Street, Sham-shui-poi, China 2451.

10. Application for a modification of the requirements of the Public Health and Buildings Ordinance, 1903, in respect of external air at No. 5, Elgin Street.

11. Application for exemption from complying with the verandah and balcony Regulation 11, Schedule C, of the Public Health and Buildings Ordinance, 1903, in respect of 8 houses on Reclamation Marine Lots 63A, Section A, and 56 Sections A and B.

12. Result of the analysis of a sample of well water.

13. Result of the analysis of two samples of well water.

14. Application for the transfer of a pork licence to a beef licence in respect of No. 21, Queen's Road East.

15. Application for pork, fish and vegetable licence in respect of No. 25, Quarry Bay, to be altered to the name of Chiu Yik Shun.

16. Application for a fish licence and a pork licence in respect of No. 71, To Kwa Wan, and No. 97, Kowloon City Road, respectively.

17. Applications for licences and the renewal of same as detailed below:—

Fruit.—No. 37, Jardine's Bazaar.

Pork.—No. 54, Stanton Street; No. 132, Hollywood Road; No. 52, Station Street North, Yau-mat; Nos. 25 and 143, Station Street, Mongkok; No. 122, Shaubikwan West; No. 47, Quarry Bay.

Beef.—No. 3, Wing Fung Street West; No. 53, Quarry Bay; No. 46, Sai Wan Ho.

Pork and Beef.—No. 132, Mongkok, Yau-mat.

18. Applications that the following premises may be registered as Bako-houses:—

No. 13, Lyndhurst Terrace, basement floor. No. 1 Sham-shui-poi, ground floor.

19. Issue and renewal of licences for offensive trades in Hongkong and Kowloon.

20. Reports of the analyses of the public water supplies for the month of July, 1904.

21. Mortality statistics for the week ending 23rd July, 1904.

22. Lime-washing return for the fortnight ending 2nd August, 1904.

23. Rat return for the fortnight ending 8th August, 1904.

## POLICE COURT.

Wednesday, 10th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING  
POLICE MAGISTRATE.)

COMMITTED FOR TRIAL.

A Chinaman was charged on remand with cutting and wounding another man at No. 35, Hollywood Road. It appears that the two men went into the house for a shave; each desired to be attended to first, a quarrel ensued, and the complainant had his hand cut by a razor.

After complainant had given evidence Dr. Laing, stated that the wound was very serious. It necessitated amputation of two fingers. The complainant would be well in about ten days, but his left hand would be partially disabled for life.

The man was committed to take his trial at the next Criminal Sessions.

STEAM-LAUNCH PASSENGERS.

The master of the launch *Kong Sui* was charged on remand with having 75 passengers in excess of the number allowed by his licence. Mr. E. J. Grist, solicitor, of Messrs. Wilkinson and Grist, appeared for the defence.

The defence was that the police had made a mistake and were charging the wrong launch. The case was further remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE  
MAGISTRATE.)

FANTAN.

Nine Chinamen were charged with playing fantan at Kewick Street. Two of them were fined \$50, and the rest, excepting one man who was discharged, were fined \$3.

A YOUNG OFFENDER.

A little Chinese boy, about 12 years, from Pak So Ling Village, Kowloon, was charged with larceny of a box containing seven gold rings and other valuables, the things altogether being worth \$100.

Defendant admitted the charge. He was sentenced to receive 14 days' imprisonment.

A man was charged with this case, as stolen property, two rings, valued at \$3.50, from a few cents. This case was remanded.

The case of *Parsee barrister*, whose rendition is required by the Indian Government, on a charge of forgery, came up on remand, and was adjourned again.

## RUSSIA AND PERSIA.

One of the *Européen's* subscribers, living in Persia, wrote to the French paper as follows:—

"The Russian censorship, infringing all conventions of the International Postal Union, takes upon itself to seize or blacken out the newspapers or printed matter destined for Persia. The *Européen* reaches me only at two intervals, the numbers in which the ignominies of Russian censorship are unveiled being ruthlessly seized by the Russian officials. The same thing happens with other journals, and I have seen whole columns of the *Illustration*, the *Echo de Paris*, and even the *Petit Journal* thus blackened out."

It would, perhaps, be interesting to put the following question to the authorities concerned:—Has a nation belonging to the Postal Union the right of censorship over papers or printed matter in transit, but destined for another nation likewise belonging to the Postal Union?

The Russians, it is true, regard themselves as to some extent masters in Persia, and especially in the Caspian region. But since their Manchuian reverses the respect, or rather fear, inspired by the Russians diminishes day by day, a fact which is a great cause of anxiety to the Tsar's representatives in Persia.

On June 9 last the Russian Minister at Tehran asked the Shah to forbid the reproduction in Persian newspapers of articles of the Russo-Japanese war from the French, English, or German Press. After some days' reflection, the Persian newspapers, having meanwhile been confiscated, the Shah refused to give this satisfaction to Russia, to the great joy of enlightened Persians, who one and all deplore the subservience of their Government to Russian diplomacy."

## A HINT FOR CONSCRIPTIONISTS.

The military correspondent of *The Times* draws a suggestive lesson from the Japanese invasion of Corea. He shows, inferentially, that the problem of the invasion of England must always be insoluble while we hold the command of the seas, and that the chances of the fleet being decoyed away for a sufficient time to enable a European enemy to make a successful descent upon our shores are so remote as scarcely to be worth considering. Events have shown that Japan was about as perfectly organised for the present war as any nation which ever drew the sword, and we may be certain that there was no avoidable overplus of expenditure in money or material during the development of her attack. Yet, predominant at sea as she even then had good cause to think herself, she required 75 steamers of 130,000 tons to take one division with horses, guns, and stores across to Corea, where she could land them in safety, her enemy being still far distant. How many transports, therefore, would be required to bring over to our shores, where fighting would be immediate and continuous, a force sufficient to subdue this country? If we allow 100,000 men for the task, which is ridiculously inadequate, the experience of the Japanese shows that at least half a million (tons) of shipping would be required. Where is that gigantic mass to be collected, and how are the ships to be assembled without the British Navy knowing where they are gathering?

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING &amp; CO.,

PHOTO-GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHAFAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN &amp; CO.

55a

## REVIEWS.

Technical Terms, English and Chinese. Shanghai: Presbyterian Mission Press.

THE terms have been prepared by the Committee of the Educational Association of China (the Revs. C. W. Mateer, A. P. Parker, and W. M. Harris). The Editor briefly alluding in the preface to the question as to whether, in general, technical terms should be translated or transferred, holds the view that in case of a brief and expressive term can be found, it is the best, and generally preferred by Chinese scholars; but rather than use a long or an awkward term, or one that does not strike the essential idea in the case, it is better to transfer the sound of the term used in the west, as this method is popular with commercial men. The list contains a considerable number of terms of this kind, though they are but few in the aggregate. The labour involved in the preparation of this list must have been very great indeed, but the result is a volume which will prove extremely useful alike to Chinese and European students and especially to teachers of western science and other studies to Chinese pupils.

A Guide to the City of Canton and Suburbs of Canton. By Dr. KERR. Publishers: Kelly and Walsh.

This useful little guide has been re-written and brought up to date. No visitor who wishes to see Canton can afford to be without this little handbook of information. So far as concerns the City, the Guide enumerates the principal streets and mentions what they are chiefly noted for. In this street one sees in the shops the finest specimens of jade-stone jewellery and ornaments; in that the visitors will see the ivory carvers at work; in the other the bronze workers; the gold-beaters, the silk and damask weavers and so forth. With Captain Lloyd's "Book for the Globetrotter" and Dr. Kerr's *Guide to Canton* the tripper may make the visit to Canton one of great and enduring interest. It requires about a week to "do" the city and suburbs thoroughly, and Dr. Kerr gives at the end of his book lists of the chief places to be seen. There is an outline of a tour which will enable the visitor to skim the City in a day; and other tours are mapped out suitable for a stay of two or three days or a week.

The *Orangey*. By MABEL DEANER. London: George Bell & Sons.

A very pretty tale this, of a winsome maid and gallant wooers in the year of grace 1790. The authoress has with this one tale shown cause why that sometimes trying person, the lady novelist, should not be ever snored at. To quote from the *Police Repository*, she has not "sadly mistaken an itch to write romance for the ability." Bold enough to retace familiar and oft-travelled ground, the writer of this "comedy of tears" has made Ranelagh fresh, the country squire as convincing as Fielding's; the accomplished and noble sufferer real; the lover-well, he was, perhaps, what North Country girls call "blat" backward—and the beloved eternally and convincingly feminine. It is one of those stories that are spoiled by telling the discomfiture to the reader, who will experience not a few thrills of sympathy and anxiety with and for the charming Deborah Carey.

ENGLISHMEN NOT CLANNISH.

The mere fact that Shanghai has held Englishmen in considerable numbers for more than half a century, and has managed to get on without such a society (St. George's) is eloquent of one of the fundamental differences between the Englishmen and some others who are yoked with him in the vast British Empire. To put it in a nutshell, the Englishman lacks clannishness. He is well enough disposed towards his fellow Englishman, but he does not feel that it is either necessary for his salvation or obligatory on his conscience to combine with him in an association in which, to the accompaniment of many pots of beer, he vows fidelity to his patron saint and loyalty to his king. We have often wondered why there should be this difference between men of the same race who are only slightly differentiated by blood and surroundings. Why should the Scots, for example, cleave to one another with the tenacity of steel and the bond between Englishmen be one of tow? Less there be two Scotchmen within hail of one another on the 30th of November and there will be a celebration to the glory of St. Andrew together with the filling of Scottish interiors with good haggis (if procurable) and good whisky (for certain). But Englishmen may live together in crowds for ages and at the end know as little about St. George as St. George knows about them. And so far as we know it matters very little that it should be so in England. For there it is taken for granted, on the strength of a thousand years' experience, that every man is a true man and a good Englishman, ready when the time of trial comes to prove it as his forefathers have proved it times without number. But in such places as Shanghai things are altogether different. We are distinctly opposed to anything which might be termed particularism in the Settlement, being convinced that if Shanghai is to arrive at the height of her destiny it will be only by union, not disunion. But there are things which

rightly fall to the care of sections. It is right that Scots should come to the aid of such of their nationals as need help, and so of other nationals. It is right that hospitality offered *en bloc* as the hospitable Scot has offered it for the past forty years should be returned in like manner by those able to do so. And surely the English are strong enough in numbers and bank balances to give outlet for outlet and a glass of home-brewed in return for mountain dew?—*Shanghai Mercury*.

## SHIPPING NOTES.

STEAMER MOVEMENTS.

The P.M. steamer *Korea*, with mails, &c. left Manila for this port on the 6th August, at 7 p.m., and is due here at 1 p.m. to-day.

The Indo-China steamer *Namwang*, from Calcutta and the Straits, left Singapore for this port on Monday, the 8th August, at 5 p.m.

The C.P.E. steamer *Empress of India* arrived at Kobe at 8.30 p.m. on Tuesday, the 9th Aug., and left again at midnight same day for Shanghai, where she is due to arrive at midnight on Friday, the 12th August.

MISCELLANEOUS.

The *Luise*, from Barry, has 4,663 tons of coal aboard.

The *Alford* arrived from Rangoon yesterday with 6,040 tons of rice.

TESTING SEAMEN'S EYES.

The court of inquiry held at Melbourne to investigate the circumstances under which the P. and O. liner *Australia* ran upon rocks while entering the Heads at Port Nepean, Melbourne, on June 19, says Lloyd's Melbourne agent, exacerbated the captain and officers of the vessel, and considered the pilot in charge solely to blame for the disaster. It will be remembered that it was stated at the time that the pilot was suffering from heart trouble, and that his eyesight was only one-sixth as strong as the normal. As a result of these circumstances, the Royal Mail Steam Packet Company and other important lines whose vessels trade to and from Southampton have issued instructions that all deck hands must undergo an eyesight test. Hitherto only officers sitting for examination for senior certificates had to undergo this test.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$10.00 PER CASE OF 12 DOZEN PINTS.

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12, QUEEN'S ROAD CENTRAL.

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DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL.

(First Floor Walkin's Building)

Hongkong 18th, February, 1904.

THE AMERICAN SYSTEM

OF















# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"FELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.

TRANS-PACIFIC SERVICE.  
FOR VICTORIA, SEATTLE, TACOMA, and  
all PACIFIC COAST PORTS.  
STEAMERS TO SAIL  
"TELEMACHUS" On 7th September.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[10-11]  
Hongkong, 4th August, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 11th August.
NINGPO and SHANGHAI	"WILAMPOA"	On 11th August.
SHANGHAI	"SHAOHSING"	On 13th August.
CHINKIANG	"WUHU"	On 13th August.
MANILA	"CHANGCHOW"	On 15th August.
CEBU and ILOILO	"KAIFONG"	On 18th August.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 25th August.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
§ REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[12]  
Hongkong, 11th August, 1904.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)  
† FOR SWATOW & SHAI S.S. "CHOYSANG" On THURS. 11th Aug. at 4 P.M.  
\* FOR MANILA S.S. "LOONGSANG" On FRIDAY. 13th Aug. at 4 P.M.  
\* FOR SHANGHAI S.S. "HANGSANG" On FRIDAY. 13th Aug. at 4 P.M.  
\* FOR SWATOW, CHEFOO & TIENTSIN S.S. "WOSANG" On TUESDAY, 16th Aug. at 2 P.M.  
\* FOR KUDAT & SAN S.S. "MAUSANG" On WEDNES. 24th Aug. at 2 P.M.  
\* FOR DAKAN S.S. "MAUSANG" On WEDNES. 24th Aug. at 2 P.M.  
\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
§ REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
[1238]  
Hongkong, 8th August, 1904.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDERRANNEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BARATIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.  
The Steamship

"SIMLA"  
Captain F. R. Summers, carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, etc., on SATURDAY, the 13th  
AUGUST, at Noon, taking passengers and  
cargo for the above ports in connection with the  
Company's s.s. "China," 7,912 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.  
Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the Mail steamer  
proceeding direct to Marseilles and London.  
Other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Bellareet," due  
in London on the 26th September.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.  
For further particulars, apply to  
E. A. BOWETT,  
Superintendent.  
[1]  
Hongkong, 1st August, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong, on week  
days, at 7.30 A.M.; on Excursion  
Sundays, at 8.30 A.M.; from Macao week days  
at about 2 P.M. and Sundays about 7.30 A.M.  
Fares—(week days) 1st Class (including cabin  
and board), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket \$2. Return Ticket \$3. Return  
Ticket including Tiffin and Dinner either on  
board or at Macao Hotel \$5. On Sundays \$5  
extra will be charged for each Cabin which has  
accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok  
Street.  
The Steamer runs an Excursion Trip Every  
Sunday, and takes only 34 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, 16, Victoria Street.  
Hongkong 8th September, 1903.

## VESSELS ON THE BERTH THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAYRE, COPEN-  
HAGEN AND BALTIC PORTS.  
THE Danish Steamer

"PRINS VALDEMAR"  
Captain Koch, will be ready to load on or about  
SATURDAY, the 20th August.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
[1843]  
Hongkong, 28th July, 1904.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
CALCUTTA, BOMBAY, ADEN,  
DIBOUTI, EGYPT,  
MARSEILLE, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAYRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904,  
at 1 P.M., the Company's Steamship  
"TOURANE," Captain Girard, with  
Mails, Passengers, Specie and Cargo, will  
leave this Port for MARSEILLES via Ports of  
Call, WITHOUT TRANSHIPMENT.  
This Steamer connects at COLOMBO with  
the Australian line s.s. "Arundel," bound  
for MARSEILLE, via BOMBAY and ADEN.  
Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.  
Shipping Orders will be granted till Noon  
only on Monday, the 22nd August. Specie and  
Parcels received until 4 P.M. on the same day.  
No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.  
G. DE CHAMPEAUX,  
Agent.  
[2]  
Hongkong, 10th August, 1904.

STEAMSHIP SERVICE TO NEW YORK  
VIA SUEZ CANAL.  
(With liberty to call at Philippine Ports.)  
THE Steamship  
"HUDSON"  
will be despatched on or about the 20th  
September.  
For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department.  
Hongkong, 28th July, 1904. [1844]

FOR CANTON.  
THE new and fast Twin-Screw Steamer  
"SAN CHEUNG"  
951 Tons, Captain A. Murphy, will leave for  
Canton at 3.30 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS, and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hong-  
kong Office.  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.  
No. 147, Connaught Road Central.  
Hongkong, 15th March, 1904. [1845]

J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY  
SERVICE.  
THE Commodore Steamer  
"PAUL BEAU"  
Captain Fraugel, leaves Hongkong for Canton  
at 9 P.M. on SUNDAYS, TUESDAYS, THURSDAYS,  
returning to Hongkong the following days, leaving  
Canton at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hong-  
kong Office.  
These two magnificent and up-to-date  
steamers are fitted with Electricity.  
The Saloon is under European Supervision.  
First Class European ... \$8.00  
Second Class European ... \$3.00  
First Class Chinese ... \$1.50  
Second Class Chinese ... .80  
Deck ... .30  
The Company's Wharf is at the end of Queen  
Street, Praya West.  
For further particulars, apply to  
J. LANDOLT, Agent.  
The Pharmacy, Queen's Road Central  
Hongkong, 23rd March, 1904. [1820]

FOR NERVOUS  
EXHAUSTION  
CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime  
For Nervous Troubles  
in Adults and Children  
SOLD IN  
Capsules, in Syrup,  
and in Wine  
Increases vital energy and nerve force.  
Full instructions with each bottle  
CHAPOTEAUT-PARIS, FRANCE  
1265-4

MARTIN'S  
APIOL & STEEL  
PILLS  
A French Remedy for all Irrregularities. Thousands  
of ladies keep a box of Martin's Pills in the house, so that in the  
first sign of any irregularity of the System a timely dose may be  
administered. These pills will restore the System to its normal  
condition, and will cure all the ailments which result from  
irregularities of the System. Each box contains 10 pills, and is  
sent by post in a sealed envelope, with full instructions, and a  
copy of the French and English text of the "Lettre de Martin."  
MARTIN, CHATELAIN & CO., 10, RUE DE LA PAIX, PARIS.

FOR NERVOUS  
EXHAUSTION  
CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime  
For Nervous Troubles  
in Adults and Children  
SOLD IN  
Capsules, in Syrup,  
and in Wine  
Increases vital energy and nerve force.  
Full instructions with each bottle  
CHAPOTEAUT-PARIS, FRANCE  
1265-4

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.  
STEAM FOR  
FRIEDLAND, TRIESTE (DIRECT),  
CALLING AT TUNIS, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)  
The Steamship  
"EMPIRE"  
Captain Helms, will be despatched for the  
above ports on WEDNESDAY, the 17th  
August, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
[1826]  
Hongkong, 26th July, 1904.

STEAM FOR  
FRIEDLAND, TRIESTE (DIRECT),  
CALLING AT TUNIS, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)  
(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS).  
The Company's Steamship  
"NIPPON"  
Captain Mistrorrig, will be despatched as above  
on WEDNESDAY, the 31st inst., P.M.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.  
Princes Buildings.  
Hongkong, 2nd August, 1904. [3]

## NOTICES TO CONSIGNEES "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
S.S. "MACDUFF"  
FROM GLASGOW AND LIVERPOOL  
AND THE STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd., at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 15th inst., will be subject  
to rent.  
All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 20th  
inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th inst., at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
PODWELL & CO., LIMITED.  
Agents.  
[1942]  
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer  
"MACHAON"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 9th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 15th inst.  
No Claims will be admitted after the Goods  
are left the steamer's Godown and all Goods  
remaining undelivered after the 15th inst., will  
be subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 20th  
inst., or they will not be recognized.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
[10-11]  
Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer  
"GLAUCUS"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 9th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 15th inst.  
No Claims will be admitted after the Goods  
are left the steamer's Godown and all Goods  
remaining undelivered after the 15th inst., will  
be subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 20th  
inst., or they will not be recognized.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
[10-11]  
Hongkong, 8th August, 1904.

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